

AFFAIRS OF THE B. & O.

HON. JOHN K. COWEN CHOSEN PRES-IDENT OF THE COMPANY.

A Consolidation of the Lines Contemplated-The Pennsylvania Guarding Against Encroachments.

Hon. John K. Cowen, general counsel of the Baltimore & Ohio Railroad Company, and representative in Congress from the Fourth Maryland district, has been elected president of the Baltimore & Ohio, to succeed Charles F. Mayer, who resigned in November, Mr. Cowen was decided as a npromise between the factions in the Second Vice President Thomas M. King. The meeting at which Mr. Cowen was selected was a special one. Mr. Cowen was the choice of the New York and Garrett interests, and their votes were cast solidly for him. His election was a mere formality, as it was decided at a conference between the Baltimore and New York directors Thursday night to present his ference, and at first was averse to assuming the presidency of the system, but finally yielded.

It is likely there will be some important change in the relations between the Baltimore & Ohio and the Baltimore & Ohio Southwestern, and the resignation of President Mayer was but the beginning of these changes, which will likely result in a consolidation of all lines in which the Baltimore & Ohio company is interested. It is rumored that President Bacon, of the Baltimore & Ohio Southwestern, has offered his resignation, provided his holding his present position interferes with the plans for the future of this great trunk-line system. This gives color to the rumored consolidation scheme, and the fact that it has met with no official denial is another strong point. By dispensing with the separate set of officers there would be more unity in the plan of operating the two roads, and it would effect a great saving in expenses, besides giving the two great properties which are so entirely interdependent upon each other a coherency that would revert to the best interests of both. Some years ago an effort was made by the Baltimore & Ohio people to bring the Ohio & Mississippi railroad, which was the former name of the present Baltimore & Ohio Southwestern system, into the fold. but owing to some dissatisfaction among the Ohio & Mississippi stockholders the best that could be done was to form a closer traffic alliance and change the name of the Ohio & Mississippi to the Baltimore & Ohio Southwestern. Since that time both systems have been operated by sep-arate organizations, but all traffic arrangements have been made for the conservation of mutual interests, so that in the West the Baltimore & Ohio Southwestern is known as the Baltimore & Ohio to most travelers, and there is little, if any, discrimination between the two systems. The Baltimore & Ohio proper operates of miles of track, and the Baltimore & Ohio Southwestern has nearly 460 miles, so that such a consolidation as is rumored

A Road Which Enforces Its Rules. It is often remarked that the Lake Erie & Western is a free lance line, making such rates as it chooses and never binding itself by any association agreement. The Lake Erie & Western has a mileage book good only on its own lines; mileage books of other roads are not honored on the Lake Erie & Western, and it is risky business for a passenger to attempt to ride on any nileage book unless he is the actual purchaser of it. On Thursday a man giving the name of Sherman purchased a book from a scalper in Fort Wayne, and when he boarded a Lake Eria & Western train at Peru he offered the book to the conductor to take out the mileage. The conductor booked at the book and asked the man his

to be under consideration would give the entire system, including the Pittsburg & Western, about 2,723 miles of road, with

1,100 locomotives, 1,200 passenger cars and more than 33,000 freight and miscellaneous

Decree Against Pullman Company. Before Judges Dallas and Butler, in the United States Circuit Court at Philadelphia, yesterday there was entered a decree for \$4,235,044 in favor of the Central Transportation Company against Pullman's Palace Car Company. John G. Johnson and Frank P. Pritchard represented board favoring Maj. Alexander Shaw and John S. Runnels and ex-Judge Isham, of

entered dismisses the exceptions filed by each company to the master's report and requires "that the Pullman Palace Car Company pay the cost of this cause incurred on account of the cross-bill." The award is made up of \$2,552,000 for the transportation of the company's property, etc., and the balance is in the interest. Subsequently argument was heard on the motion made for the Pullman company to appeal the name. Mr. Cowen was present at the con- | matter to the United States Supreme Court. he Central company on decision will be given on Tuesday.

Time Limit on G. A. R. Tickets. Chairman Caldwell, of the Western Passenger Association, has been asked by two of the lines in the association to call a special meeting for the purpose of considering the advisability of extending the time imit on tickets to the encampment of the G. A. R. at St. Paul in September next. He issued the call yesterday, and the meeting will be held at Chicago next Tuesday at 11 clock a. m. There is a good chance for a fight over the matter before it is settled, for several of the roads are very much averse to granting the extension desired, but the more direct roads to Minneapolis and St. Paul are in favor of allowing the request for the extension in part at leasts

Personal, Local and General Notes. H. Fitzgerald, general agent of the Louisville & Nashville at Louisville, is in the city. In 1894 the Panhandle line led in tonnage taken East out of Chicago. In 1895 the Lake

R. D. Hughes, of Cleveland, O., general superintendent of the American Express Company, is in the city. W. K. Gillett, general auditor of the

Atchison road, has resigned. He will remain with the road until May. The N. Y. C. & St. L. directors have de-clared a 5 per cent. dividend on its pre-ferred stock payable March 2. Nearly twelve hundred men are employed

in the transportation department of the Chesapeake & Ohlo road. In December but four men were discharged, including two for intemperance. The Toledo, St. Louis & Kansas City, in the third week of January, earned \$34,622.50,

an increase over the corresponding week of 1895 of \$8,002.61. The increase in the first three weeks of January was \$24,571.57. Oscar Murray, of the board of managers of the Joint Traffic Association, will be in Cincinnati to-day to look after his official duties as vice president and traffic manager of the Big Four and the C. & O. lines. While John Lazarus is for the present to be general freight and passenger agent of the Indiana, Decatur & Western, the traffic department, after Feb. 1, will be under the dictation of the general officers at Cin-

The traveling auditor of the Indianapolis linnedge, of the Union Railway Company, speaks in very commendatory terms of his manner of handling the department and the correctness of his accounts.

George Sherman, of Buffalo, N. Y., general manager of the Vanderbilt fast-freight ines, is in the city. He expresses the opinion that freight rates are now better main-tained, both east and west-bound, than at any time in the last six years.

Mason Ricketts, for twelve years in the mechanical engineering department of the Big Four, was yesterday appointed chief draftsman by William Garstang, superintendent of motive power. No mechanical engineer will be appointed at present. The transportation and accounting departments of the Vandalia have been placed under the supervision, practically, of the Pennsylvania Company, and there is good

name, which was given as Sherman. Said later." After taking up his tickets the conductor returned, sat down beside the passenger and repeated, "Your name is Sherman, is it?" "Yes," was the answer. "This book, I notice, is made out in the luctor said he would keep it until Mrs.

name of Mrs. J. Albright. I guess you will have to put up \$2.35 or get off the train at the next station." The traveler paid his fare and asked for the mileage book. The Albright called for it, and the passenger concluded that hereafter, when on the Lake Erie & Western, he would not attempt to travel on the mileage book of another

which must be in by Jan. 28. He says the results of 1895 will not vary much from those of 1894, the Pennsylvania Company having to make up a small deficit. Samuel Moody, of Pittsburg, assistant general passenger agent of the Pennsylsylvania lines west, is in the city. He says the passenger business of the Pennsylvania lines thus far this year is comparing favorably with those of January, 1896 despite the report that travel is light. The executive committee of the Order of Railway Conductors has been in session several days in New York, considering several important questions relating to the welfare of the organization. Among the questions Chicago, and H. A. Wintersteen, of Philaconsidered was locating the headquarters of the Pullman company. The order

Charles Fink, car service superintendent of the Chicago & West Michigan, is in the city. He stated that the road is now doing a large business in bringing lumber South, and potatoes from Michigan are shipped to Southern markets by loads, the cars being so protected that the vegetables will not freeze.

authority for stating that as soon as mat-

ters can be arranged the traffic department

The Pennsylvania and the Pittsburg

Western have purchased at Youngstown, O.,

all the available right of way along the

river and through the city, and are so

gridironing it with tracks that it will trouble

the Brice or any other railway syndicate to

M. W. Mansfield, superintendent of the

Indianapolis & Vincennes, and his clerical

force are busy preparing his annual report

get a fcothold in that city.

The Columbus & Hocking Valley run an excursion on Thursday from Toledo to lumbus at a one-dollar rate, and it is feared this will lead to a rate war. The Columbus & Hocking Valley people claim that the cars were chartered and it could not control the rate, which competitors think is not a valid excuse. The hospital of the Wabash at Peru, Ind.

now has in it the largest number of patients at any time since established, and several are seriously ill. When business is as heavy as it has been with the Wabash the last few months injuries from accidents and sickness from exposure greatly increase the list of patients in the hospitals. The absolute power delegated to Commis-

sioner Tucker, of the Chicago & Ohio River Traffic Association, says a passenger official, indicates that the members are more in earnest than ever before in carrying out the agreement. Heretofore it required a two-thirds vote to fine a road for violating agreements; now the whole matter rests with the commissioner.

William Garstang, superintendent of motive power of the Big Four lines, is at work on his new compound engine, which, he thinks, will considerably reduce the cost of getting trains over the portions of the Big Four system where grades are heavy. The engine will weigh 140,000 pounds, and number of new improvements to freight locomotives will be introduced.

The Nickel Plate recently purchased twenty freight locomotives, most of which are now in service. Like the Lake Shore, its grades are so light that the ordinary Mogul engine will haul forty-five loaded cars over the road. These engines have 18-by-24-inch cylinders, and are lighter than any first-class freight locomotive in use on the Pennsylvania or Big Four lines, yet amply heavy for that road. Last year the Big Four issued nearly ten thousand permits to clergymen, and this

year, it is stated, the number is likely to be exceeded. In years past this business has been done at Cincinnati, Cleveland, Indianapolis, St. Louis and Chicago, but this year the work will all be done at Cincinnati and it has complicated matters so much that a considerable per cent. of the persons whom the plan is to benefit have not yet received their permits. Passenger rates between Colorado common points were restored yesterday by the Atchison road. This action was taken in consequence of the Denver & Gulf having leared the Colorado markets of all its special tickets which it put on the market so freely during the progress of the fight

as those on passenger business, have been restored. In an indirect yet seemingly reliable manner the report comes that John Riley, superintendent of the Peoria & Eastern, has been offered the position of division super-intendent on the Wabash, by Joseph Ramsey, general manager. Rumor further has it that Thomas Reynolds, assistant superintendent of the Big Four's Chicago division. will succeed Mr. Riley on the Peoria & Ross denied knowing how the articles came Eastern. Men who should know as to the to be in the keg, but he was taken to the truthfulness of the report were noncommittal last evening.

over coal rates. An agreement has been

reached on all points of difference between

the two lines, and the coal rates, as well

Chairman - Midgley, of the Western Freight Association, who is at the head of the pass agreement reached by the executive officials of the Western roads, has taken

action that is likely to create all kinds of trouble for the emigrant clearing house of the Western Passenger Association. has decided that the emigrant agents who are employed by the clearing house are not entitled to any passes. Last year the agencies were allowed one pass each, this year they will get nothing. This decision cuts out such agencies as Peter Mc-Donnell, Muller & Co. and L. A. Johnson & Co., and the warmest kind of protest is

expected from these agencies. Much confusion has arisen regarding the ssuance of free transportation to private car companies. The lines east of Chicago give two annual passes to each private car company owning one hundred or more cars, while the Western roads allow only one annual for each company for the use of a bona fide car inspector. This privilege has been abused, several of the lines having applied for as many as five annuals. These applications have come from every conceivable concern that operates or controls any kind of special equipment. The passes so applied for are in reality for use o officers and agents to be used by them i traveling over Western territory to solici ousiness. Chairman Midgley has ruled that only one pass can be given each car com-

pany and that if they are given more the agreement will be reduced to an absurdity with interest the promotion of L. F. Loree until he reached the position of general manager of the Pennsylvania lines, said he first came into notice at the time of the Johnstown flood. Vice President McCrea then but him in charge of the work of building a long trestle work which was to span the long stretch of roadbed washed out. Another force was put to work from the derstand by his superior officers that he was expected to meet the gangs building from the east at least half way. He stood at his post giving orders day and night, and had the pleasure of exceeding the expectations of Vice President McCrea by building several hundred feet more of trestle than did the gang approaching from the east. He was then engineer of maintenance of way on the Indianapolis & Vincennes, and took men from every Western division to do the work. The record he made drew from First Vice President Thomson the highest commendation, and from that time promotions came to him rapidly. Since apointed superintendent of the Cleveland & Pittsburg, from which he went to his new position, he made an excellent record in

economical manner. Pensions for Veterans. The applications of the following-named Indianians have been granted: Original-James M. Mercer, New Lisbon; James H. Watkins, Terre Haute; James M. Drook, Mier; James K. Morrison, Wash-

Additional-Charles F. Truax, Kokomo. Restoration and Supplemental-Cary B. Blasingham, Madison. Restoration and Increase-Thomas obinson (deceased), Elizabethtown. Increase-Andrew Hishman, Idlewild: Thomas S. Bailey, Vincennes; Henry Baugh, Ellettsville; Simon R. Roberts, Fairland; Joshua Hunt, West Lebanon; Adolphus H. Booker, Burdick. Reissue-Jefferson H. Baker, Boonville; osiah Emery, Salem; Samuel Appleget, Original Widows, etc.-Minors of Thomas C. Robinson, Elizabethtown; Francisca Bechtle, Evansville; minor of Thompson andever, Mt. Vernon; minor of William Woods, Waco: Catherine Bayer, Harmony minors of Daniel Turner, Indianapolis; Urbanna C. Beard, Indianapolis; Mary E

Franklin, Nashville.

Carried Off Stuff in a Keg. Walter Ross, a colored hostler employed about the stable of William C. Buschman & Co., grocers at 200 Fort Wayne avenue, was arrested yesterday on the charge of stealing two bottles of beer and a side of bacon. He was seen leaving the store carrying a keg supposed to be empty. The man was not permitted to be about the store, and he was at once suspected of carrying something concealed in the keg. A member of the firm and patrolman Coplinger, who happened to be in the store at the time, followed Ross to the stable. He seemed uneasy at the appearance of the patrolman, and was unwilling to show him through the stable at Mr. Buschman's direction, but finally went with the officer to the loft. Mr. Buschman then examined the

station house, in spite of his protestations of innocence. parilla," is what many thousands are saing. It gives renewed vitality and vigor.

beer, wrapped in a piece of coffee sack. Ross denied knowing how the articles came

ELUCIDATION AND REVIEW OF IN-TERNATIONAL LESSON, JAN. 26.

The Early Ministry of Jesus, as Related in Luke iv, 14-22-Truths in Which the World Rejoices.

By REV. JAMES E. GILBERT, D. D., Secretary of the American Society of Re-

ligious Education. school extension department of the above named society. All who study them are requested to send their names, postoffice address and denomination, mentioning this paper, to the author at Washington, D. C.,

for enrollment.) CONTEXT.-After His baptism Jesus went over Satan. The events of the year following, omitted by the synaptics, are recorded in the fourth gospel. From the wilderness Jesus returned to John the Baptist, received His second testimony, and gained His first disciples. With these He proceeded to a wedding at Cana in Galilee, where He wrought His first miracle. (John at Capernaum, destined to be the center subsequent to His baptism. This was in April, A. D. 27. During that visit He cleansed the temple for the first time, and held that celebrated conversation with Nicodemus, a ruler of the Jews, in which He set forth some high spiritual truths: Leaving Jerusalem Jesus labored in Judea for several months, attended by His disciples. He preached and they baptized the converts (John iv, 2), but there is no demproving the property and doing it in an | tailed account of what transpired, and there is some difference of opinion con-

cerning the localities visited. RETURN.-Sometime in the winter of 27 or the spring following Jesus re-entered Galilee. Two motives are assigned for this change in the field of His labors. John informs us (Ch. iv, 3) that His popularity had so far increased as to cause the Pharisees to institute a comparison between Him and the Baptist, to the disparagement of the latter. Matthew says He departed because the Baptist had been cast into prison. (Ch. iv, 12.) This is the explanation: Up to the time Jesus and John had preached substantially the same thing, the heavenly kingdom. Their ministries began to awaken rivalries, when the latter was suddenly silenced by the cruel act, of Herod. Left thus alone Jesus retires to Galilee to begin labor on a new basis by a new method. He went in the power of the Spirit. That which was given at the baptism (Ch. iii, 22) had remained with Him in the w lderness and in all His travels (Acts x, 38), and was now the supreme fact of His unique personality. But the point to be specially noted is not the presence, but the power of the Spirit-a power that displayed itself in word and deed, as we shall see, on all occasions throughout His whole career. FAME.-The ministry of Christ, up to this time, while it had been on the same basis as that of John the Baptist, had served an important purpose of far greater significance-it had made Him known. Already the prediction concerning Him was being fulfilled. (John iii, 30.) It is worthy of mention that at the end of the year He came Into Jerusalem, preceded by an enviable fame. Although a great preacher, the greatest that had been seen in Israel for many centuries, had gained immense popularity before Him and had been followed by many of the great (Matt. iii, 7), Jesus had gone forth into that part of the country where the rabbis were most numerous and most influential, into the nation's capital and to the very seats of the learned, and there, attended only by a few unlettered men, He

had soken for months and acquired a repu-

tation which carried His name into all

parts. The first Judean ministry of Jesus

was a bold stroke and ended in His com-plete triumph. He had compelled recogni-

religious world. And so, as He came into Gaillee, He was an acknowledged teacher

of the highest order, glorified by all.

HOME.—Having passed some months in Galilee, received with favor by all classes (John iv, 45), Jesus made a visit to Nas-

He stood the foremost figure in the

areth, His old home. He had been absent since January of the previous year; probably fourteen months had elapsed. He had gone out alone, an obscure man, after a residence of more than a quarter of a century. He had been publicly introduced by the great reformer and had received baptism, both of water and the Spirit. He had conquered Satan. He had wrought miracles. He had preached. He had conversed with nobles. He had traveled through the land. He had won fame. He comes now, in the midst of His popularity, to serve His fellow-townsmen, for whom His heart doubtless yearned. (Rom. x, 1.) It was highly proper that He should come. To remain longer absent from the scenes of childhood, of youth and of opening mangood would indicate a lack of those nobler feelings that exalt human nature. Besides, was necessary that He should bear testimony under these confessedly most trying circumstances, and that men should know how He behaves among those who knew

curiosity by detailing the circumstances of the village, where He lodged while there, what associations He had, what conversations and greetings were permitted, whether His own relatives knew of His coming and prepared the way, giving notice so that He was expected—all these matters are passed by in the narrative. The inspired penman appears to be concerned only with the fact that on the Sabbath He entered the synagogue, the place of public worship and instruction, and moreover that this was His habit in every city. own people (John i, 11), the Jews, and in order to reach them. He resorted to the places where they were accustomed to meet. The incident shows the liberty and value, as well as the extent (Acts xv. 21) of the synagogue system, which served the aposof His more active ministry, and then went | ties also in their itinerant ministry. (Acts up to Jerusalem to attend the first passover | xiii, 14.) The lesson shows (verse 17) that when Jesus entered the synagogue at Nazareth certain courtesies were accorded to Him as a teacher, that He was invited by the minister, the elder in charge for the day, to participate in the exercises. PREDICTION.-The reading of the Scripture formed an important part of the synagogue service. Stated lessons were appointed, one from the law and one from the prophets. Jesus stood in the usual place and either read the portion for the day, or, which is more probable, selected one to suit His purpose, as He would be allowed to io. The selection was from Isalah lxi, 1-3, This was understood to be Messianic, because of other passages of like import (Isa, xi, 1, 2), which plainly referred to the coming prophet and king. The reading, therefore, immediately attracted attention, befew words the brightest hopes of an oppressed people. Every teacher of the synagogue and every hearer in the thousands of assemblies throughout the land was anxious to know of the one who would meet the predictions of Isaiah-upon whom the spirit of God would rest; who should be anointed to preach the gospel; who should bind up the broken hearted; who should open prison doors; who should give sight to blind eyes. The reading was not long drawn out. Probably it occupied but a few minutes. Having finished, the book, or roll rather, was returned to the minister, and Jesus sat down, assuming the attitude of a

FULFILLED.-Every eye was fastentd upon Christ as He took His sent. The high expectation and the earnest desire secured the attention of every person in the synogogue. What will He say upon this supreme subject? They will be permitted to learn from the most famous teacher of the time, what most concerns the nation, what every troubled heart is anxious to know. It was a great opportunity both for Him and the audience. The sermon that fol-lowed is not recorded, but Jesus endeavored o show that He was the person of whom Isalah spoke. The argument by which that proposition was supported, drawn as it must have been from Scripture (Acts x, 43). would be exceedingly interesting to us had it been preserved. It constituted the turnpoint in His own history. Previously He had been the herald of a coming kinglom. (Matt. iv, 17.) Now He publishes nimself for the first time as the rightful head of that kingdom. He would introduce himself to old acquaintances in His true nature and office. He would start out from home and go to the nation as the predicted one, gathering to His rising cause hose who ought most to sympathize with

WONDER.—The sermon produced a double astonishment. There was a peculiar grace in His words, rendered more effective by the excellence of His spirit, irresistible while He was speaking. The audience was clearly under His power, bearing witness to His ability (Psalm xlv, 2), drawn on from point to point with increasing interest. But the personal reference, so contrary to all former interpretations, was per-plexing. It is a well-known peculiarity of

"Is not this Joseph's son?" they inquired. He has been in this communit thirty years, and we have seen Him and known His mode of life. So they flected. They might believe that in the space of a year He had been transformed into a prophet. It was too much to believe that He was the long-expected Messiah. foretold by the great Isaiah, that He possessed such eminent qualities as had been CONCLUSION .- From that Sabbath the synagogue at Nazareth Jesus went out thereafter was in harmony with the anof the blind. (Luke vii, 21.) He declare the acceptable year of the Lord. He prove himself to be a physician and a redeemer He discharged poor sinners from their debts. (Acts v. 31.) And this he has con tinually done for nineteen centuries. His words were no vain boasting in an when foolish men might seek to glorify themselves among those of early years, but the sober utterance of truths in which the world has come to rejoice. And the wonder of the Nazarenes who heard His speech has been reproduced by the wonder of millions who have witnessed his deeds. (Rev.

Sensitiveness. Time was I shrank from what was right, From fear of what was wrong; could not brave the sacred fight, Because the foe was strong

But now I cast that finer sense And sorer shame aside; Such dread of sin was indolence,

Such aim at heaven was pride. So, when my Savior calls, I rise And calmly do my best; Leaving to him, with slient eyes

Of hope, and fear, the rest. I step, I mount, where He has led; Men count my haltings o'er; I know them; yet, tho' self I dread, I love his precept more.

-John Henry Newman. DAILY VITAL STATISTICS-JAN. 24.

Infant Henderson, eleven days, 122 Fort Wayne avenue, abscess Henry Booker, forty-eight years, 20 Kansas street, penumonia.

Births. Charles and Mrs. Henderson, 122 Fort Wayne avenue, girl. George and Minnie Weghorst, 11 Iowa street, girl.

James and Kate Keefe, 30 Oriole street, H. F. and Rosa Weiglein, 454 South West street, girl.

Marriage Licenses.

Albert Pullin and Mary H. Harless. REAL-ESTATE TRANSFERS.

Six Transfers, with a Total Consideration of \$9,800. Instruments filed for record in the recorder's office of Marion county, Indiana. for the twenty-four hours ending at 5 p. m. Jan. 24, 1896, as furnished by Theo. Stein, abstracter of titles, Hartford Block, No. 86

East Market street. Robert C. Patton to Sarah McDaniel lot 6, block 5, in Bruce Baker's addi-Ellis B. Jackson vs. to Willis Whet-Trustees Hill-avenue M. E. Church to Stephen W. Trayor and wife, part

lots 48 and 49, in Fletcher's first ad-Ira K. Thayer to Mary J. Given, lot 8, in square 23, Drake's addition... Adrian R. Shepherd to Charles H. Miessing, part east half of east half northeast quarter section 10, township 15, range 5 Mary M. Farman to Elias E. Atkins, lot 18, in commissioners's subdivision.

outlot 14 Transfers, 6; consideration \$9,800

Building Permits. Mark Heinig, addition to frame cottage, 94 Nebraska street, \$250. Elizabeth Johnston, frame house, Allfree Annie Gillespie, repair frame house, 12 Minerva street, \$225.

Pythian Supreme Council. CINCINNATI, Jan. 24.—The council of su-preme officers of the Knights of Pythias will human nature that when any good has been long expected many are unprepared to receive it when it comes. But in this case enhial encampment from Minneapolis to the early life of Jesus was an insuperable such other city as may be selected.